

HONGKONG
WEEKLY.
ILLUSTRATED

The China Mail.

ESTABLISHED 1845

Don't Forget
TO ORDER THE
'OVERSEAS'
CHINA MAIL,
BEFORE GOING HOME.

No. 18,856.

號五九七零百九千一第

HONGKONG, THURSDAY, SEPTEMBER 5, 1907.

日八十月七年未丁

PRICE, \$3.00 Per Month.

Intimations.

THORNE'S
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & CO. LTD.

Hongkong, May 1, 1907.

TAI KWONG CO.,
109, Des Voeux Road Central.

GASOLINE LAMPS

WELSHMAN MANTLES.

Hongkong, June 14, 1907.

COLONIAL SECRETARY'S DEPARTMENT.

It is hereby notified that information has been received from the MILITARY AUTHORITIES that Field Firing will be carried out on MONDAY, TUESDAY and THURSDAY, the 2nd, 3rd and 5th September, commencing at 7.30 a.m., and finishing at Noon, from the South-West slope of Victoria Peak below Mountain Lodge in a westerly direction towards the Fair slope of High West.

F. H. MAY,
Colonial Secretary.

Hongkong, August 26, 1907.

A GRAND PROMENADE CONCERT

will be held on the

VOLUNTEER PARADE GROUND,

on

SATURDAY, the 14th SEPTEMBER,

at 9.15 p.m.

Tickets, \$2 and \$1, can be obtained at Messrs KELLY & WALSH and at VOLUNTEER HEAD QUARTERS.

Hongkong, September 4, 1907.

YUEN CHEONG.

SWATOW DRAWN-WORK MANUFACTURER.

Wholesale & Retail.

ALL kinds of DRAWN-THREAD-WORK, EMBROIDERIES, GLASS CLOTHS, FEWTER-WARE and LACES, &c., &c.

No. 39, Queen's Road Central, Hongkong.

(Late of 62, WASHINGTON STREET).

Hongkong, September 4, 1907.

WANTED.

A Young Man (British) of steady habits, as HARBOUR RUNNER and SHIP CHANDLERY ASSISTANT.

Apply 'SHIP CHANDLER,'

Care of 'CHINA MAIL' Office.

Hongkong, September 3, 1907.

NOTICE.

WE have this day REMOVED our Office to the premises formerly occupied by Messrs LAURE, WENZEL & CO., PRINCE'S BUILDING, 2nd Floor.

CRUZ, BASTO & CO.

Hongkong, September 2, 1907.

NOTICE.

HAVING admitted Mr CROWTHER SMITH into Partnership the business of the Undersigned will be carried on under the style of 'DALMADA and SMITH.'

F. X. DALMADA & CASTRO,

Solicitors.

33, Queen's Road Central.

Hongkong, September 2, 1907.

NOTICE.

BANCO NACIONAL ULTRAMARINO.

THE AGENCY of the above Bank in Hongkong will, from the 1st of September, 1907, be transferred to Messrs ALBERTO V. APAR & CO., in the place and instead of Messrs ROZARIO & CO.

Dated 21st August, 1907.

O GERENTE DA AGENCIA

Do BANCO NACIONAL ULTRAMARINO,

JOAQUIM L. C. GOMES.

Hongkong, August 21, 1907.

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing and Printing Undertaken.

Hongkong, August 1, 1907.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones
s.s. POWAN, 2,383 tons, Captain H. I. Dick
s.s. FATSHAN, 2,200 tons, Captain J. Lloyd
s.s. KINSHAN, 1,985 tons, Captain B. Branch
s.s. HEUNGSHAN, 1,985 tons, Captain R. D. Thomas

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.

(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain W. A. Valentine
s.s. SUI-TAI, 1,651 tons, Captain G. P. Morrison
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAI-NAM, 598 tons, Captain J. Wilton
s.s. NANING, 598 tons, Captain A. McKinnon
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

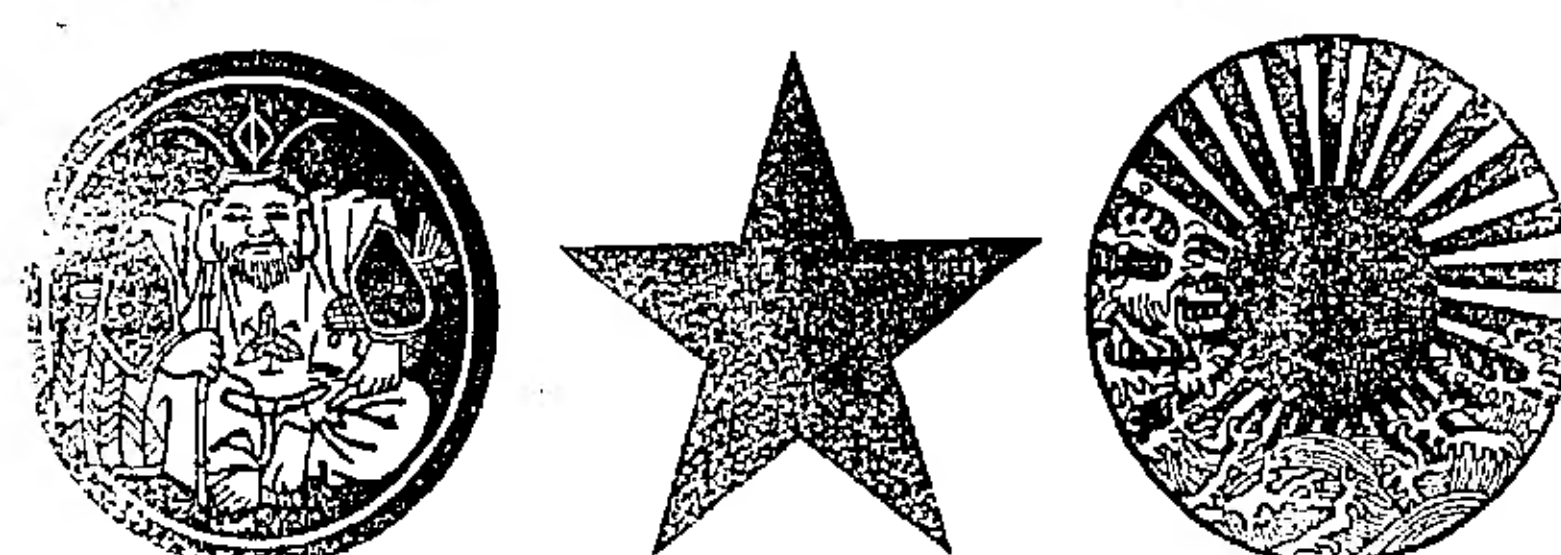
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Managers, (First Floor), opposite the Hongkong Hotel.

Of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

JAPANESE BEER



AND A NEW BRAND OF SPECIAL LIGHT BEER

'PEACE'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907.

NOTICE.

BILLS for all Monies Due by me should be presented to me on or before the 15th SEPTEMBER, 1907. All outstanding accounts due to me, if not settled on or before the 15th SEPTEMBER, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE.

Hongkong, July 16, 1907.

NOTICE.

S. GREENFIELD

Successor to

HARRIS-KEENEY CO.,

MANUFACTURER OF HIGH GRADE RATTAN

AND LINEN FIBRE FURNITURE.

2, PEDDER STREET, opposite Main

Entrance to Hongkong Hotel.

A 10 per cent discount will be allowed to all local residents.

Hongkong, July 31, 1907.

INTERNATIONAL SLEEPING

CAR & EXPRESS TRAINS

COMPANY.

(THE GREAT TRANS-SIBERIAN

ROUTE TO EUROPE).

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, etc., in connection with above.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, August 7, 1907.

CAMPBELL, MOORE & CO., LD.

Hair Dressers, Wig Makers

and Perfumers.

ELECTRIC MASSAGE

(FACE OR SCALP)

at the Shop, or elsewhere by special arrangement.

Hongkong, September 2, 1907.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1-cwt. each.

Office: 6, DES VOEUX ROAD

LANE, CRAWFORD & CO.

Just Received

NEW STOCK OF

'WALKOVER'

BOOTS

IN

BLACK AND BROWN

\$10.50 Per Pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO.

14, Des Voeux Road, Hongkong.

10th August, 1907.

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.

MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

Welsbach, Incandescent

Gas Light System.

A large stock of the latest

and most improved Fittings

and Burners on hand.

'AUR' MANTLES, CHEAPEST

A D MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE: 358 & 38 k.

1481

Hongkong, September 3, 1907.

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

AMATEUR DEPARTMENT:

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDOR.

JUST ARRIVED, NEW KODAKS.

No. 44 for 4 1/2 x 6 1/2 Films. Also different sizes of Films for other Cameras.

Hongkong, April 2, 1907.

CONNAUGHT HOTEL.

18, QUEEN'S ROAD CENTRAL.

First-Class and Up-To-Date.

For terms, apply to the

MANAGER.

Hongkong, September 2, 1907.

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

THE MANAGER.

LEE CHEE WING & CO.

27, 28 and 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS AND TEES.

CORRUGATED IRON, FIG IRON, &c.

Suitable for

SHOPS, ENGINEERS AND HOUSE BUILDERS.

1223

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

51, QUEEN'S ROAD CENTRAL.

1379

SIEN TING,

Surgeon-Dentist,

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation Free.

29

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 275 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Showan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

STOCK TAKING SALE

on September 2nd, 1907.

EVERYTHING GREATLY REDUCED.

NEW AUTUMN SUITS

at Sale Prices.

7 and 9, PEDDER STREET.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES

IN GREAT VARIETY!

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

VICTORIA DISPENSARY.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1908

KELLY & WALSH, LTD.

BOOKS ON SPORTS.

Spalding's Golfers' Annual for 1907. 40

Spalding's Lawn Tennis Annual for 1907. 40

Cricket, 'Country Life' Library. 9.25

Shooting, 'Country Life' Library. 18.50

Polo Post and Present, 'Country Life' Library. 9.25

The Complete Golfer, by Harry Vardon. 4.00

The Complete Rugby Footballer, by D. Gallier and W. J. Stead. 4.00

The Complete Cricketer, by Albert E. Knight. 4.00

Great Golfers in the Making, by 24 Famous Players. 4.00

Lawn Tennis at Home and Abroad, by A. Wallis Myers. 8.00

Billiards, by Major W. Broadfoot. 4.00

Training and Horse Management in India, by Capt. Hayes. 7.00

POWELL'S FURNITURE

is the
'ACME'
of

ARTISTIC
PERFECTION

AND
SOLID
CONSTRUCTION.

ALEXANDRA
BUILDINGS.

AGENTS:
LONDON:—F. ALAR, 11 & 12, Clement's
Lane, Lombard Street, E.C. 4. CLAREN,
8 & 9, FLEET, 85, Gracechurch St.,
E.C. 4. STREET & CO., Ltd., 30, Corn-
hill, GORDON & GUTHRIE, 15, St. Bride
St., E.C. 4. DATES, HENDY & CO., 81,
Cannon Street, E.C. 4. WILLS, Ltd., 151,
Cannon Street, E.C. 4. ROBERT WATSON,
40, Fleet Street, C. MITCHELL &
CO., 20, Abchurch Lane, E.C. 4. WATSON,
D. J. KEVNER & CO., 3, Whitefriars
St., E.C. 4. MARBLE & CROFTON, Ltd.,
40, 11, 19 New Bridge St., E.C. 4.
MILTON & CO., 22, Glasshouse St.,
Regent St., W.

PARIS AND EUROPE: MAYENCE
FAVRE & CO., 18 Rue de la Grange
Battière, Paris. The Rev. Dr. HART,
B.L.S., 12 Rue Vivienne, Paris.

NEW YORK:—THE CHINESE EVANGELIST
Office, 55, West 2nd Street.

SAN FRANCISCO and American Ports
generally:—BEAN & BLACK, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GUTHRIE, Mel-
bourne and Sydney.

CETLON:—W. M. SMITH & CO., THE
APOTHECARIES CO., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY &
WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS:—A. S. WAT-
SON & CO., Manila.

CHINA:—CANTON, PATRILL & CO., Amoy,
THE AMOY STORE, FOOCHOW, BROCKETT
& CO., SHANGHAI, KELLY & WALSH,
Ltd., Yokohama, KELLY & WALSH,
Ltd., Hongkong.

THE CHINA MAIL, LTD.,
8, Queen's Road Central.

EAST PRAYA REGULATION
BOOKS.

AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
BOAT-OWNERS BY SIR PAUL
CHAMBERLAIN.

The Full Details Printed in Pamphlet Form
Copies may be had at 'CHINA MAIL' Office,
8, Queen's Road Central.

Price 50 Cents each.

WASHING BOOKS.
(In English and Chinese).

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office, Price, 50 Cents.

CHINA MAIL Office, 8, Queen's Road
Central.

PREACHING THE GOSPEL,
IN
JAPAN AND TIBET.

By Prof. E. H. PARSONS.
On sale at the 'CHINA MAIL' Office,
8, Queen's Road Central.

Price, ... 50 Cents.

THE PIANOFORTE AND MUSIC WAREHOUSE.

RECITALS
GIVEN DAILY

on the
GRAMOPHONE GRAND.

INSPECTION CORDIALLY
INVITED.

The Latest
Gramophone Records

PRICES:
10 in. from \$1.20.

S. MOUTRIE & CO.,
LIMITED,

YORK BUILDING,
CHATER ROAD.

Hongkong, April 16, 1907.

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MEMOS FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Japanese Curio,
Co., at Messrs Hughes & Hough's
Sales Rooms.

Meeting.
6 p.m.—Meeting of Bowling Club, Ltd.,
at Club Premises.

General Memoranda.

SUNDAY, September 8:—
Transfer Books of Hongkong Hotel Co.,
Ltd., close from this date to 14th Sept.,
inclusive.

MONDAY, September 9:—
Auction of Household Furniture,
Co., at Mr Geo. P. Lamont's
Sales Rooms.

Goods per Australia undelivered after this
date at Noon will be subject to rent
and landing charges.

Goods per Benicome undelivered after
this date subject to rent.

Goods per Manila not cleared at 4 p.m.
on this date subject to rent.

WEDNESDAY, September 11:—
Goods per Manchuria undelivered after
noon on this date subject to rent.

Goods per Dela not cleared at 4 p.m.
on this date subject to rent.

Goods per Peru undelivered after 4
p.m. this date will be landed.

THURSDAY, September 12:—
11 a.m.—Auction of Screw Steam Tug
Solent, at H. M. Naval Yard.

SATURDAY, September 14:—
12.30 p.m.—Meeting of Hongkong Hotel
Co., Ltd., at Co.'s Hotel.

9.15 p.m.—Concert on the Volunteer
Parade Ground.

THE CHINA MAIL.

HONGKONG, THURSDAY, SEPTEMBER 5, 1907.

THE HARBOUR'S DANGERS.

LAST year we wrote several articles
urging that something should be done
towards rendering the harbour safer for
shipping. Among the arguments we
advanced was the increasing tendency
of ship-owners to build mammoth
vessels. At the time we wrote when-
ever a vessel of any size was berthed at
Kowloon-her crew churned up vast
quantities of mud and it was obvious,
even to the layman, that there was an
insufficient, or only just sufficient, depth
of water. In reply to these articles the
Government made public a report which
stated that the harbour had been care-
fully surveyed and that no danger
existed. The grounding of the Pera
yesterday shows either that this report
was too optimistic, or, which is more
likely, that changes have taken place
in the harbour bed since the survey was
made. There is nothing to be gained
in arguing against facts and we have no
doubt that the Government will now
realise the necessity for dredging the
channels that are silted up. This we
trust will be done in no partial manner.

Our main asset is our harbour. With-
out it Hongkong would cease to be—
in a commercial sense. Therefore the
Government should spare no expense to
make it as safe as possible to the in-
creasing number of steamers which
come here to discharge their freight.

In this connection something should
be done to make the approach to the
harbour from the east as free from
peril as possible to ship-masters. When
Captain Ramsey was Harbour Master
at Hongkong he recommended transfer-
ring the light at Cape D'Aguilar to
Green Island, the Green Island light to
Cape Collinson and that of Collinson to
Blackhead's Point. The Green Island
light was completed last year and that
at Collinson will be opened next month.

There does not, however, seem to be any
sign of the light at Collinson being
transferred to Blackhead's. If there
had been a light at Blackhead's in all
probability the recent accident to H.M.S.
Flora would not have occurred. Many
ship-masters, we understand, have ad-
vocated the establishment of a guiding
light at Blackhead's and, as the expense
of up-keep would be trifling, we hope
to learn that the Government
intends to put the work in hand without
delay. It cannot be too often emphasised
that however short of funds the Govern-
ment may be there are certain things
that cannot be neglected on principles
of economy. The harbour is the chief
of these. Any money expended on the
harbour is but bread cast upon the
waters; it will return after many days,
and not so very many either. The
spoiling of the ship to save a penny-
worth of paint—or oil—is, we are con-
vinced, a policy which will not com-
mend itself to His Excellency Sir
Frederick Lugard.

One of the largest shops in Canton
has been charged with selling anti-
opium pills which contain a large
percentage of morphine. The owners of
the shop have denied the allegation and
the officials have to thrash the matter
out before they can decide whether the
charge is well grounded or not. We
are not interested here in this particular
shop but what seems much more sig-
nificant is that the officials have issued a
very stringent proclamation in which it
is again asserted that opium must be
suppressed, except under the rules made
for confirmed smokers, who are allowed
to continue the habit under the permis-
sion of a special license. So determined,
apparently, is the Imperial will to uproot
opium throughout the kingdom that pills
containing morphine are to be strictly
disallowed, and when any suspicion is
entertained that any shop is selling such
pills in contravention of the determina-
tion of the powers that be there will be
an analysis of the suspected pills, and,
if it is found that opium is being sold in
this guise, there will be trouble. All
this seems to indicate that the officials,
whatever their personal wishes may be,
are expected and indeed compelled, to
take the matter seriously and see that
the provisions of the anti-opium edict
are carried into force.

Still the great fight rages at Home on
the question to drink or not to drink.
The disagreements of doctors have
formed the subject for many pleasant
quips and, on the alcohol question, they
are affording opportunities for many
more. Not so long ago a number of
well known British medical men issued
a manifesto which filled the hearts of
the total abstinence brigade with de-
light. They declared that alcohol in any
of its forms was pernicious and they
maintained that it was absolutely useless
as an auxiliary in cases of sickness. This
naturally aroused the doctors who con-
sider that, in certain circumstances, St. Paul
was right in his commendation of an
inward application of wine. They issued
a counter manifesto to show that
their adversaries were entirely wrong.
That the discussion has not yet ended is
shown by London files which arrived
on Monday. At a meeting of the British
Medical Association recently Dr. Davy,
the President, had something to say on
the matter. Here is a report of his
utterance, from the "Standard":—
Dr. Davy, while admitting that the evils
in crime and disease arising from the
excessive use of alcohol demanded the
attention of every Englishman, more
especially as the drink habit was in-
creasing amongst women in England,
proceeded to criticise the ultra-temper-
ance advocates, whose arguments, he
said, not unfrequently consisted of
"unscientific twaddle." Lessons on
the abuse of alcohol should be given in
our schools, and the children should be
taught that alcohol was not necessary for
muscular work. But, he continued, to
go on and tell them, as is done in some
American schools, that you are morally
wrong in drinking a glass of wine, and
that to do so is taking poison, is un-
scientific twaddle, and is absolutely
wrong. If that is what they are going
to be taught, he, for one, preferred to
teach them nothing at all. Continuing,
Dr. Davy admitted a liking for port wine,
of which he said his great-uncle had
never drunk less than a bottle every day
of his life, and he had lived to within
four months of being a hundred years
old. Two or three pints of beer a day
would not injure one any more than tea.
Light beer containing only 2½ per cent.
of alcohol, along with bread and cheese,
was scientifically better than the bread,
tea and jam which now constituted the
dietary of so many children. At the
same time, said Dr. Davy, he never re-
commended the use of alcohol to a
patient who did not drink, and in the
case of those who did drink he specified
what they might take. It was a scienti-
fic fact that alcohol was not necessary
to life or bodily work; very rarely use-
ful in disease, and as a nation we drank
too much (hear, hear).

The "Bangkok Times" has been
authorised to state that there is no truth
in the statement published in the "North
China Daily News" that it is reported
from Peking that four Siamese officials
have arrived in the capital to study trade
and other conditions, for the purpose of
promoting friendly relations between China
and Siam, and to consult with the Wal-
watu about the mutual appointment of
representatives in each country.

CHAMBERLAIN'S COUGH REMEDY.
THIS is a medicine of great worth and
merit. Try it when you have a
cough or cold and you are certain to be
pleased with the quick relief which it
affords. It is pleasant to take and can
always be depended upon. For sale by
all chemists and druggists.

CHAMBERLAIN'S COUGH REMEDY.
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LOCAL AND COAST NEWS.

An Indian fireman on the Gregory
Apari graced the Magistracy to-day and
was given 21 days' hard labour for assault-
ing the head fireman.

Messrs Lane, Crawford and Co. send us
blotting slips advertising the "Walker"
boots, and also illustrated booklets showing
how the boots are made.

The Singapore shots are practising
keenly for the Interport match and are
putting on some good scores. Two mem-
bers of the S. V. I. made 96 and 97 yester-
day.

A marine hawk was fined \$25 at the
Magistracy for having a dagger in his pos-
session without a permit. He also had nine
pounds of brass he could not account for
and was fined another \$25.

Mr E. Grist applied for the discharge
of Mr F. Kiene at the Bankruptcy Court
this morning but the Puisne Judge said
he had read the Official Receiver's report
and would suspend the discharge for two
years.

So far as the military are concerned
the date of the dollar for the quarter com-
mencing 1st October, 1907, will be 2/2 for
all payments fixed in sterling which have
to be made at Hongkong and on the China
Station.

Michael Leonard created a disturbance
at the Belle View Hotel the other day and
got himself into trouble. Three men went
to the hotel and had ten bottles of beer
and would not pay. Michael objected
wanting to sign a bill. He was fined \$7 or
14 days' gaol.

A truck laden with bales of goods got
the better of two Chinese in Peel Street
and damaged a ricksha to the extent of \$7.
They were at the Magistracy to-day and
had to pay \$3 each compensation. The
owner of the truck was mulcted in the sum
of \$15 for lending it.

Destructive floods, the like of which
had not been seen for 35 years, have de-
stroyed the standing crops in the upper
reaches of the valley of the Mekong River
in Cochin-China. Villages and hamlets have
been swept away and the people are simply
ruined. There are fears that the floods
may damage the crops in the low-lying
districts of the Colony in the Mekong
valley.

The Typhoon.
The U. S. Consul-General has the fol-
lowing from Manila:—"September 5, 1907,
11.30 a.m. Typhoon probably recurring
northeast of Luzon in about 20 lat."

Hongkong College of Medicine.
The Syllabus of the Hongkong College
of Medicine for the session commencing on
September 16, has been issued. Lectures
on Anatomy, Chemistry, Medical Juris-
prudence, Tutorial Osteology, Midwifery,
Gynecology, Practical Chemistry, Surgery,
Biology, Pathology, Bacteriology, Physi-
ology, Practice of Medicine, Materia
Medica, Tutorial Midwifery and Medicine,
will be given three times a week during the
session and clinical work is carried out daily.
The lecturers are:—Drs R. M. Gibson, H.
Macfarlane, F. Clark, Ho Ke Tsan, G. E.
Aubrey, W. B. A. Moore, W. V. M. Koch,
C. M. Beasley, R. A. Bellios, F. Koyt,
O. Marriott and J. H. Hawk, and Mr A. H.
Crook, M.A. Lectures are held in Queen's
College, the Sanitary Institute, the Govern-
ment Civil Hospital, the Bacteriological
Institute and the Tung Wah Hospital.

SOCIAL AND PERSONAL.

Mr Keir Hardie, M. P., arrived in the
Colony this afternoon on the P. and O.
S.S. Marnora.

Mr Laidlaw, M. P., has made arrange-
ments to visit India during the coming
winter, and will address meetings at Cal-
cutta, Bombay, Madras and Rangoon.

Pollard's Lilliputian Opera Company,
lately re-organised in Melbourne after its
trip to Manila, China, Japan, the United
States and Canada, is setting out for China
again this month.

The engagement is announced of the
younger and only unmarried daughter of
Sir William and Lady Des Vaux to Mr
Guy Paget. Sir William Des Vaux, who was
Governor of Hongkong from 1887 to
1891, now resides at 35, Cadogan Square, W.

A Rumb paragraph to the "Malay Mail"
announces the death of Mr Henry Sum-
ner, Assistant Commissioner of Police,
Pahang. While returning from office at
Kuala Lipis on August 23 he fell senseless
and died instantaneously, the cause being
heart disease.

Mr R. Pinkney, Superintendent of
Posts and Telegraphs, Pahang, and his wife
met with an accident on August 26th while
driving along Residency Road, Pahang. The
horse slipped at a piece of paper and bolted.
One of the wheels of the vehicle came in
contact with a lamp post, and Mr and Mrs
Pinkney were thrown violently into a drain.
Both were bruised severely.

THURSDAY, SEPTEMBER 5 1907.

5

BY TELEGRAPH.

CHANG JEN CHUN.

On the Way South.

(From Our Correspondent.)

SHANGHAI, September 5.

Chang Jen Chun, Canton's new Viceroy, will arrive here on the 7th instant, en route for Canton.

CHANGES IN CHINA.

The Waiwupu.

(From Our Correspondent.)

SHANGHAI, September 5.

Yuan Shih Kai has been appointed President of the Waiwupu vice Lu Hui Huan, who has been appointed Associate Comptroller of the Imperial Maritime Customs.

The Grand Council.

Chung Chi Tung and Yuan Shi Kai have been appointed members of the Grand Council.

CONFERENCES AT PEKING.

Dethronement of the Emperor.

(Chinese Mail's Service.)

PEKING, September 4.

On the 3rd instant another long conference was held between the Empress Dowager and Yuan Shih Kai in reference to the dethronement of the Emperor Kuang-Hsu and the appointment of an heir apparent.

LATER.

An Imperial Edict has been issued appointing Chang Chi Tung and Yuan Shih Kai Ministers of the Cabinet.

Yuan Shi Kai has also been appointed President of the Waiwupu.

CHINESE EMPEROR'S HEALTH.

Great Secrecy Preserved.

(Chinese Mail's Service.)

PEKING, September 4.

The Emperor and Empress Dowager have returned from E-Ho Park.

The Emperor is again indisposed but no medical advice has been summoned. His Majesty personally wrote out a description of the symptoms, which he ordered to be handed over to the Imperial Medical Adviser and asked for a prescription based thereon.

Later in the day Prince Ching was summoned to the Palace.

PEKING, August 29.

The Emperor of China is indisposed, not being able to take enough food and being sleepless, but the Imperial physician says that by taking rest quietly his health will be restored.

OPIUM MONOPOLY.

PEKING, August 29.

The Waiwupu, having acceded to the demands of the British Minister concerning the opium monopoly offices, has wired to the provincial government at Nanking, Nanchang, Wuchang and Chengtu to postpone the establishment of the office of opium monopoly.

EXPORT OF FLOUR TO THE EAST.

Question of Subsidies.

An Adelaide telegram says that recently a deputation, consisting of the presidents of the Chamber of Commerce and corn and grain section and other leading merchants, waited on the Minister for Agriculture in reference to Victoria granting a subsidy to steamers carrying wheat and flour for that State to the East.

The deputation pointed out that South Australian shippers had worked up a trade at a great cost to themselves, but now the action of the Victorian Government in granting a subsidy might tend to deprive this State of the advantage of its enterprise. The deputation said they did not want a subsidy if all the other States would agree not to have subsidies. If, however, Victoria continued the subsidies, they suggest that the South Australian Government should assist in a similar manner steamers carrying cereals from this State to the Philippines and China.

The Minister said the Government was in accord with the deputation in regard to the subsidies being discontinued. He promised to lay their representations before the Cabinet, and if it was found impossible to get the other States to abandon these payments to the steamers, the Government would consider the advisability of granting a subsidy to vessels trading to the Philippines and China.

BUILDING DISPUTE.

Sui Koo is a building contractor and he entered into a contract to build a shipway at Kowloon for Messrs. Lysaght and Farrell, but disputes arose as to payments for work done, etc., and finally Sui Ki left off working—he was stopped by Mr. Lysaght, who said he was too slow.

Why were you slow? asked Mr. Morrell, when an action was being heard in the Summary Court this afternoon.

Because I could get no money, was Sui Koo's answer.

The contract price was \$2,020, and a plan, drawn up by defendants (Messrs. Lysaght and Farrell) showing the measurements, was acted upon by the plaintiff (Sui Ki).

Mr. R. F. C. Master (for defendants) remarked the plan was only a guide—not a proper plan.

The Puisse Judge—I could quite conceive your building castles all over the place on this plan. There are no measurements.

Mr. Morrell (for plaintiff)—Oh, yes! The lengths and breadth of the wall. The plan is signed by them and Sui Ki acted on it.

Mr. F. M. Hazland had measured up the work and submitted a report, which showed the amount of work actually done and the amount still remaining to be completed. With the amount given as actually completed plaintiff agreed, but in the other items there were discrepancies. Plaintiff did not contract to use cement concrete line concrete, the measurements of the side wall of the shipway were wrong, and only two sides were required. The total of work to be done amounted to 1751 cubic yards at the contract price of \$1.28 per cubic yard. Plaintiff had finished work to the value of \$1,045.62. Defendants had paid \$270 on account, leaving \$775.62 still due, which plaintiff was suing for.

Defendants stated that plaintiff was relieved of his contract because he was too slow. Plaintiff did not start until almost two months after the contract was signed, though there were plenty materials on the ground.

Mr. Lysaght stated that plaintiff had received \$418, on account and had done the work unsatisfactorily. He explained to Sui Koo what was required of him under the contract. The plan was drawn up on account of Sui Koo asking questions about different measurements.

Mr. Morrell—It's pretty hard for the wretched contractor not to have a regular plan.

Mr. Lysaght He knows what he should do.

The Puisse Judge gave judgment for defendants and costs; plaintiff to get the money paid into Court and costs up to date of payment into Court.

SPORTING.

Cricket.

THE ENGLISH TOUR.

LONDON, August 12.

The "Athletic News" states that T. Hayward and J. T. Tydesley have declined the invitation of the Marylebone Cricket Club to join the English cricket team to tour Australia next season, and that acceptance by J. Hirst is improbable.

TAFT IN A TRAIN WRECK.

WASHINGTON, August 28.

Word was received here to-day that Secretary of War Taft and party were in a train wreck on a Kansas railroad. None of the party was injured but they all received a severe shaking up.

STRAITS CHINESE AND OPIUM.

The Chinese community of Singapore having been approached by the Opium Commission now sitting in that Colony to give its views on the use of opium in the Straits Settlements, a well-attended meeting was held and after some discussion recommendations were drawn up, the chief ones being as follows:

1. That the use of opium is condemned.
2. That the Government be advised to take over the control of the Opium Farms.
3. That shops for selling opium be closed.
4. That the practice of selling and smoking opium in brothels be prohibited.
5. That no opium shall be sold to children under a certain age.
6. That all opium smokers be licensed and a register kept of their daily consumption of opium.
7. That after five years opium smoking shall be prohibited and the importation of the drug prohibited.
8. That more establishments be opened for the cure of opium smokers.
9. That Government servants using opium be dismissed from the service.
10. That the keepers of licensed opium shops be prohibited from dealing in any other articles, and that their families be not allowed to reside on the premises. Also that no women be employed or allowed to make use of such shops.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 5th at 11.55 a.m.—The barometer has fallen considerably over the Loochoos, and a slight to moderate fall has occurred also over S. China, Formosa and Luzon.

The typhoon which appears to be situated to the South of the Loochoos in about 21° Lat., seems to be now moving northwards.

Pressure remains high over N. China and the N. part of the Sea of Japan.

Strong N. and N.E. winds are expected to prevail in the Formosa Channel, and the N. part of the China Sea.

Hongkong: rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N. winds, fresh; squally, fair.

2.—Formosa Channel: N.E. and N. winds, strong.

3.—South coast of China between Hongkong and Loochoos: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

CHAN SUI HON.

Still Imprisoned.

Mr. O. F. Dixon applied for the release of Chan Sui Hon from prison, following up the application of last week.

The Puisse Judge (his Honour Mr. A. G. Wise)—Why was he sent to goal?

Mr. Dixon—His Lordship the Chief Justice was of opinion that there was probable reason for believing that debtor had committed an offence against the Bankruptcy laws by concealing certain property.

The Puisse Judge—It is difficult for me to form an opinion; I have not heard the evidence.

Mr. Dixon—In this case the bankrupt denied that he had any shares in the Wing On shop and in the Toon Yik and he omitted to state that he had 90 now of land in the country, which is mortgaged for more than its value. Evidence will be called to show that debtor had sold his share in the Wing On in the fourth month of last year and that he had no share in the Toon Yik. The title deeds of the property would also be produced.

Mr. Dixon argued that it was an injustice to keep the debtor in goal.

The Puisse Judge—He has only been in three weeks.

Mr. Dixon—But if he has been imprisoned for three weeks undeservedly, it is three weeks too long.

The Puisse Judge adjourned the application until Thursday next.

Mr. Dixon's application for bail was refused.

THE YARN FAILURE.

Application for Arrest.

Pan Wa Shan, the yarn dealer, was again before the Bankruptcy Court to-day, the Puisse Judge (his Honour Mr. A. G. Wise) presiding.

Mr. H. W. Looker, appearing for some of the creditors, stated that at the last examination Pan Wa Shan made a voluntary statement and in answer to questions said that in January, 1906, he contracted for 23,444 bales of yarn and between May and August he contracted to buy another 50,000. At the beginning of May there was a considerable fall in price but he went on buying. Debtor said the price fell a little, \$2 or \$3, and that he lost about \$30,000 on 240,000 on the 23,000 bales, which he could pay. Mr. Looker would show that the price fell \$10 or \$15 per bale, and contended that debtor continued his trade knowing he was insolvent.

Debtor was called and adhered to his statement that the average fall was \$2 or \$3. Some had fallen a little, some much and some not at all.

Contracts were put in to show the fall in price; one showed a fall of \$10, and another \$10.

The latter, said debtor, could not be taken as a fair price, because the price had fallen heavily.

Mr. Looker—You said last time that the foreign firms told you to buy?—Yes.

Who were they?—David, Tai Wa, Shun Wa.

They are Chinese firms?—No; foreign. The Shun Wa is a Petiti and Co.

Anyone else?—Abdulla and a great many of the brokers.

Who told you to buy in David's?—The (Taiwan) (Mr. Ellis) and the broker. Did David Sassoon tell you to buy?—Yes; Mr. Perry told me he would give me yarn cheap.

Mr. Looker contended that debtor's discharge should be refused and that he (Pan Wa Shan) be imprisoned for carrying on business after he knew he was bankrupt.

The Puisse Judge—I cannot form an opinion on what I have heard.

Mr. Gries, appearing for some creditors—What was the value of yarn you took delivery of and paid for in 1905?—Eight to ten million dollars.

Last year—Fifty to sixty thousand bales.

Value?—Six to seven million dollars. The brands referred to by Mr. Looker was a very small proportion of the lines dealt with.

THE IRISH TROUBLE.

LONDON, August 28.

A Dublin Gazette publishes proclamations, under the Irish Constabulary Act, authorizing the Lord Lieutenant (the Earl of Aberdeen) to declare a county or district to be in a state of disturbance and to send extra police into the counties so proclaimed.

Under the Constabulary Act, the Counties of Galway, Clare, Roscommon, Longford, King's County and Leitrim have been proclaimed as being in a disturbed state.

LONDON, August 29.

Mr. McKenna, the candidate for South Longford in succession to the Hon. D. E. Blake, K.C., and seventeen others were arrested last night.

Mr. John Redmond, Leader of the Irish Parliamentary Party, said he believed the House of Lords wished to see trouble with Ireland.

In the coming winter, Irishmen must make a movement sufficiently menacing to obtain reform for Ireland.

Mr. Baileys denounced Mr. Redmond's speech as an indictment to disorder.

The Irish Nationalist members withdrew bodily from the House, refusing to participate in the discussion of the House of Lords amendments.—Reuter.

TAKE THE POSTMASTER'S WORD FOR IT.

Mr. F. M. Hamilton, postmaster at Cherryvale, Indiana, U.S.A., keeps also a stock of general merchandise and patent medicines. He says "Chamberlain's Colic, Cholera and Diarrhoea Remedy" is a standard item in his line. It never fails to give satisfaction and we could hardly afford to be without it." For sale by all chemists and druggists.

OUR SCOTTISH LETTER.

EDINBURGH, Aug. 9.

A Stirlingshire politician has just returned from London; he had been "on a deputation till the said man;" and he reports that Sir Henry Campbell-Bannerman is "looking fair seek o't." And there is reason. Within living memory, no Premier has received so many of these semi-official visits—we had almost written visitations. During the last few months, especially, he has broken all records.

His experience has been unique in another respect. In the old Galstonian days, when Liberals went up to Westminster, it was with "bated breath and whispered humbles," they were there to worship their leader and to offer him their modest supplications. In those C.B. times matters have altered, and not for the better; the deputations come prepared to sermonise the party gathered, and to inform him that if he does not mend his ways and follow their righteousness, their hands shall be washed of him, and he shall be left to reap the fruit of his unrepentant wickedness.

Undoubtedly the r.l.e. is himself largely responsible for this changed state of affairs. He was always too good-humouredly ready to agree to every scheme of every reformer. He was like the old Aberdeenshire farmer-elder who, when a question was put before the session, used to turn to his minister and remark, "I say fat ye say, sir. Fat was't?" But now when Sir Henry is in a position of less freedom and more responsibility, he can no longer take up this easy non-committal attitude. He must decide between the rival claimants for Government favour, and it follows that in doing so he must displease some section of his heterogeneous supporters. Hence the numerous deputations that have to be recorded, the stream of tearful reproaches, the ill-concealed threats—"If you can't do the work, we must get somebody else who will." What wonder that Sir Henry's pawkie Scottish humour is deserting him; that snappish answers are taking the place of his pleasant joke; that his smile is less frequent, and his worried frown more constant; that, in fact, as his Stirlingshire constituent said, he is "looking fair seek o't."

Sorrow falls on sorrow's head. A Dunfermline paper announces that Sir Henry is to be opposed at the next general election by a Socialist, after having represented the Stirling Burghs uninterruptedly since 1868. But will the r.l.g. face the guns again? "I ha'e my doubts." There are long odds, indeed it is a moral certainty, that when the break up takes place it will be announced that he has entered into his well-earned retirement.

Closure by compartment has become so much a part of the regular procedure of the present House of Commons, that the particular pattern of the galloway has ceased to excite interest. The instrument has now been standardised. There is a common form, and all that is necessary is to alter the figure stating the number of clauses to be taken each day. But the Scottish Land Bill is being treated with a double dose of the medicine.

In order to appreciate the situation, it has to be stated that there are sister Bills before Parliament, dealing with English and Scottish land respectively. In Grand Committee, the English Bill has not once been discussed, the Scottish measure has passed under the knife no less than fifty times. Why this difference? Because the English measure is comparatively simple, while the Scottish one is the most complex arrangement submitted for consideration since the famous Irish Home Rule Bill.

In Committee, the Gallatin came down on the clauses of the Scottish measure and passed 208 lines out of 750 without a single word of comment. This is reducing legislation to an absurdity. And now that the House have taken the two measures up, the Government have actually allotted the same time to each for report stage. In this procedure we have the best object lesson possible for the retention of a Revising Chamber.

A son and heir has been born to the noble house of Bute, an event of importance not only to the Brandanese of the Island but to the inhabitants of wide stretches of country North and South of the Border. This is the second child of Lord and Lady Bute; a girl, Lady Mary, having been born last year. Lord Bute, it may be mentioned, is at present busily engaged as chairman of a Committee making the local arrangements in connection with the third Pan-Celtic Congress to be held in Edinburgh next month.

But folk will also be interested to learn that Lord Ninian Stuart will not wholly "settle down" on his estates in Fife. He has only forsaken the tented in order to enter the political field, and rumour has it that he has already chosen a constituency.

Patriotism is an excellent creed—for other people. So at least think the members of the North Berwick Town Council. At a meeting held three days ago, an application was submitted on behalf of the Admiralty for a site for a look-out station at the east end of the Corporation golf course. This application had previously been before the Council and refused. When the Admiralty made another appeal to local patriotism this week, the Council was again found wanting; the application being refused by five votes to three. The claims of self need to be of more importance to this wretched burgh than the larger interests of the Navy and the country.

Those who have sailed down the Clyde at low water on a summer day will be astonished to hear that a salmon has been caught at Clydebank. This looks like a joke, but it is a serious fact; and it is a fact full of encouragement; for if you can purify the Clyde you can purify anything. Unfortunately for the prospects of anglers at the Bromielaw, the fish was dead sick, and fell an easy prey to some adventurous boys.

NEIGHBOURS QUARREL.

James Wilson, fourth engineer on the Zafro was summoned by Mrs. Short, wife of Sergeant Short, of the R. G. A., for assault, and the defendant took a cross-examination.

Mrs. Short stated that on the afternoon of the 31st ultimo, between 6.30 and 7 o'clock she was having tea in her house at No. 1 Granville Avenue with her two daughters and her son. Witness told her little girl to go and see if her husband was coming. She went to the window and put her head out, and witness heard Mr. Lambert ask the defendant whether he saw the monkey face. Her little girl turned round and said—"Mamma, did you hear that?" Witness said—"Yes, who was it?" Her daughter said—"Willie Lambert." Witness jumped off her chair, went to the front door, and said—"Willie Lambert, if you insist on insulting my daughter I will put my hand across your face." Willie said—"Who insulted your daughter?" Witness said—"I myself heard you." Lambert said—"You're a liar." Witness had seen the defendant once or twice before, but did not know him. Lambert called to the defendant, as witness walked out to her garden wall. The defendant said—"Woman, what is the matter with you? You're drunk." When he repeated those words witness said—"You insignificant little rat, I'll put my hand across your face too." With that defendant struck her across the face. She struck back at him, while he kept saying she was drunk. Witness said to her little girl—"Go in and get your husband; he'll know whether I'm drunk or not." Her daughter brought out the stick, she walked out and hit the defendant with it, but he held it and struck her.

James Wilson said he had just arrived from the Aberdeen Docks, and had not been in Kowloon more than ten minutes when he met Mr. Lambert. As they were walking past complainant's house the little girl had her face out of the window. She said, "Hello, monkey." Witness did not know whether this was to Lambert or himself. Lambert turned round and said, "I don't know who is the biggest monkey." When they turned the corner Lambert proceeded to his home and witness went on to the road to speak to some friends. As Lambert passed the door Mrs. Short called him an insignificant dirty rat, and asked why he insulted her daughter. Lambert called witness to prove that he had not insulted her daughter. Mrs. Short, however, did not like this, and said—"Wait till my husband comes home, and he'll give you a good thrashing." After this Mrs. Short returned to her house and Lambert went away. Witness was in the centre of the street when she again came out and called him over. She told him he was a dirty pig, and remarked that he had insulted her daughter. Witness went to the garden wall and she struck him across the face. Seeing the woman was drunk he took no notice, but walked back to the centre of the street. She did not seem quite satisfied with this, went into the house and got a stick, and came out into the centre of the road. She struck him across the cheek with a stick. Witness caught hold of the stick with his two hands, but she only held it with one, and struck him across the face several times, with the other, making his face all red and swollen. After this witness lost his temper and struck the woman four times over the face with his open hand.

Mrs. Short—Sir, I can have that man for defamation of character. I was not drunk. His Worship—Keep quiet.

William Lambert, apprentice engineer at the Kowloon Docks, corroborated Wilson's story.

Mrs. Short, in reply to his Worship's question, said she had no question to ask, but remarked that Lambert was always calling her daughter "monkey face," and saying that his sister's face was as good as hers.

His Worship—Then why should he tell this story if it is not true?

Mrs. Short—It is because I won't let my daughter have anything to do with him. He is known to be a fast boy about the neighbourhood.

His Worship was quite satisfied that the story originated through what the witness Lambert said, but as that witness was not before the Court he had no power to deal with him. In the subsequent proceedings both parties had acted illegally, and he proposed ordering each defendant to be bound over in the sum of \$100, personal bond, to keep the peace for twelve months.

DREDGERS FOR THE EAST.

In a recent issue of the "Egyptian Gazette," there appeared an item from Suz, dated August 7, in which it was stated that on the previous forenoon two huge Dutch dredgers, the Colonia and Schelle, came out of the Canal towed by the tugs Thames and Rhon.

These dredgers are bound to Shanghai, but owing to one of the tugs having broken 3 blades of her propeller in the Canal, their departure has been postponed till repairs are completed.—"Straits Times."

The mortality rate for Singapore still continues high. For the week ended Aug. 24th, it was 70.94 excluding deaths at St. John's and 70.15 for the town. Cholera caused 29 deaths and malarial fever the large number of 68.

AGREEABLY SURPRISED.

MANY sufferers from rheumatism have been agreeably surprised at the prompt relief afforded by applying Chamberlain's Pain Balm. For sale by all chemists and druggists.

CHINA SIXTY-TWO YEARS AGO.

Hæc olim meminisse juvabit. The beginnings of Nonconformity in Hongkong, or indeed in China, are supplied in the following extract from the "CHINA MAIL" of the 21st August, 1845:—

The Union Chapel in Hollywood Road will be opened for Public Worship on Sabbath first, the 24th instant. Service will commence at half-past eleven a.m.

The following Government Proclamations show signs of the curtailment of liberty in the Colony:—

Whereas the Governor has received the commands of Her Most Gracious Majesty the Queen, conveyed through the principal Secretary of State for the Colonies, approving of and confirming Ordinance No. VIII of 1844, entitled "An Ordinance for prohibiting the distillation of spirits within the colony of Hongkong," notice is hereby given that the said Ordinance has been approved of and confirmed.

GOD SAVE THE QUEEN. Given at Victoria, Hongkong, this nineteenth day of August, 1845.

Whereas it has appeared preferable to Her Majesty's Government that in case of need the Governor should, at his discretion, proclaim martial law, to the exercise of the royal prerogative, the commands of Her Most Gracious Majesty the Queen have been received, disallowing Ordinance No. XX of 1844, entitled "An Ordinance to empower the Governor of Hongkong, with the advice of the Executive Council thereof, in cases of exigency to place any districts or public or Military stations of the said Island under martial Law," and notice is hereby given, that the said Ordinance is so disallowed.

GOD SAVE THE QUEEN. Given at Victoria, Hongkong, this nineteenth day of Aug., 1846.

The following review is an excellent specimen from the same issue:—

We have received a copy of verses entitled "Woman's Love," addressed by a Heartick Amintor to a faithless Sylvia. His lines, like his love, do not run smooth; but though they are not inserted in our journal, we shall be glad to present him with a score of printed copies, one of which being sent to the purveyor fair, is very likely to excite either her compassion or her fear—and if not, she richly deserves the last stroke of his vengeance, by the circulation of the rest among her admirers.

The beginning of a repetition of the American War of Independence lies potential in the following ancient police law to which reference was made in an earlier extract:—

A circular to the following effect was sent round yesterday: "A memorial to the Right Honourable Lord Stanley, Secretary to the Colonies, regarding the interests of the proprietors of land and houses in Hongkong, remains for signature at the office of the Friend of China for two days."

The document, we understand, is already signed by most of the leading firms, for which purpose it has, during the past week, been specially submitted to them; and though for the convenience of the rest of the public it now lies at the office of the Friend of China, we believe that it emanates from another source which no one has any right to doubt.

The view we took on the new branch of the business we believe to be the correct one, and see nothing to add to the opinions then expressed, except that we have since learned that the sum, proposed to be raised by assessment within the Colony, does not amount to more than a third of what is actually required for the service, which is stated in the returns furnished by us last week, to amount to \$3,423.

If the inhabitants are disposed to pay this price for the privilege of being compelled to tax themselves, we agree with our intelligent London correspondent in thinking it probable, that in the present disposition of Parliament and the home Government, it will be conceded to them, accompanied with a stipulation that the annual rate must be sufficient for the purposes intended.

The present movement will at any rate have the desirable effect of producing an investigation into the nature and business of the complaints embraced in the memorial, which we understand enters ably and at length into the subject of the land sales, and discusses the right of the inhabitants to be represented before their property is rendered liable to taxation. It is to be regretted, however, that the friends of the cause have not been able to secure some extensive matter should have been admitted, which is not unlikely to weaken its efficiency. Lord Stanley, we presume, will demand better proof than a reference to newspaper assertions for the alleged falling off in the trade of the colony, and its desolation by native and European mortality, in consequence of the recent taxation to which it has been subjected; and may be less inclined to allow their due weight to the other and better founded statements of the memorial.

THE FORTIFYING THE PHILIPPINES.

NEW YORK, August 29.

The steamship Indrami, of the Indiam Line of Liverpool, is being loaded here with the big coast defence guns for the fortifications of the Philippine

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

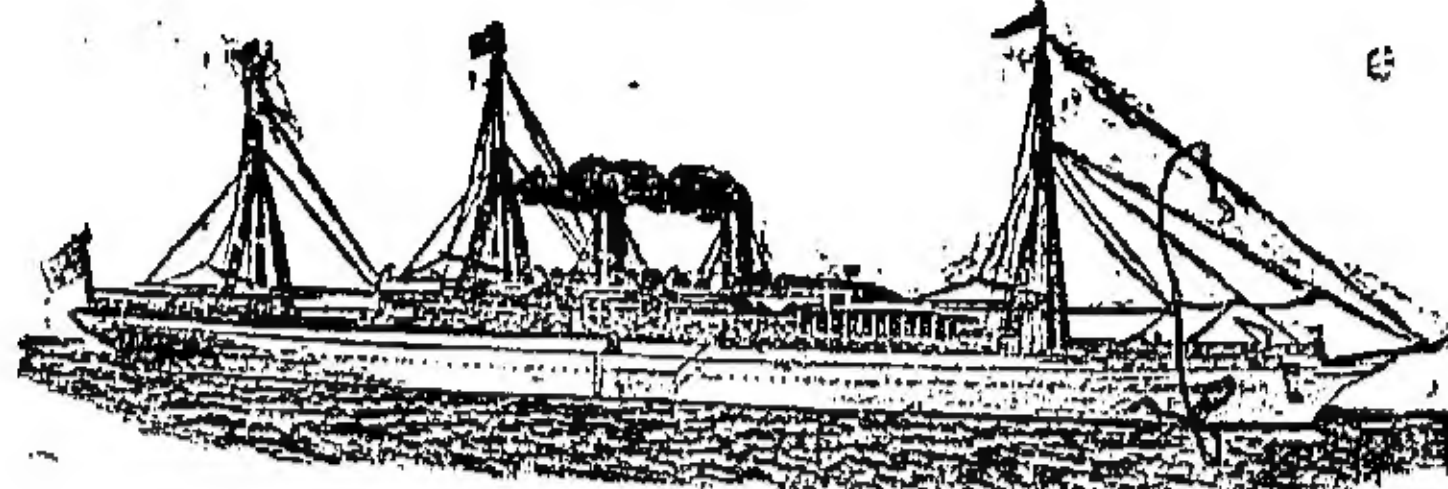
FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI.....	DELTA	About 5th Freight and Passages.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA.....	PERA	About 6th Freight only.
LONDON, VIA USUAL PORTS.....	MARMORA	Noon, 7th See Special
LONDON AND ANTWERP.....	CEYLON	About 11th Freight and Passages.

P. & O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPERESS LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

(Subject to Alteration).

R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER.

TARTAR 4425 Tons WEDNESDAY, Sept. 11, 1907, Oct. 6.

EMPERESS OF CHINA 6000 Tons THURSDAY, Sept. 26, 1907, Oct. 14.

EMPERESS OF INDIA 6000 Tons THURSDAY, Oct. 24, 1907, Nov. 11.

EMPERESS OF JAPAN 6000 Tons THURSDAY, Nov. 21, 1907, Nov. 30.

EMPERESS OF KOREA 6000 Tons THURSDAY, Nov. 21, 1907, Nov. 30.

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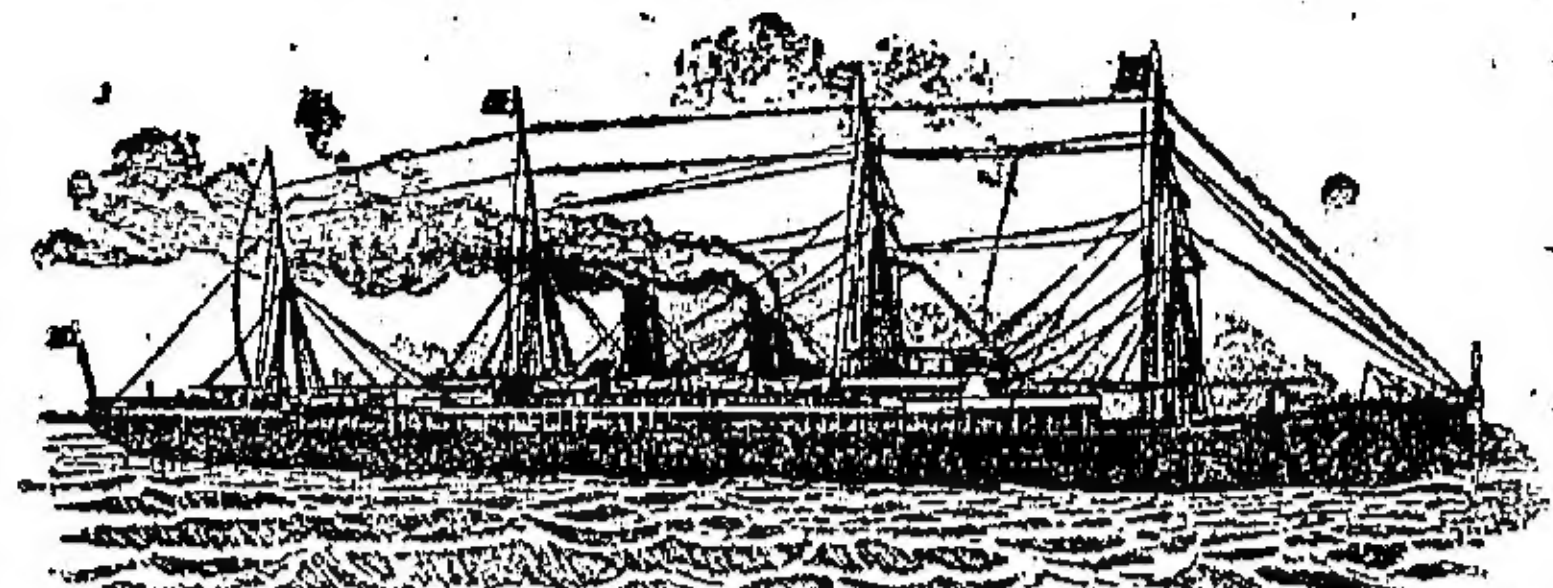
EMPERESS OF AUSTRALIA 6000 Tons THURSDAY, Nov. 21, 1907, Nov. 30.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS, SAILING DATES, 1907.

CHINA 10,200 Tons SATURDAY, 7th Sept., at Noon.

MANOHURI 27,000 Tons SATURDAY, 14th Sept., at Noon.

MANOHURI 27,000 Tons SATURDAY, 21st Sept., at Noon.

ASIA 9,500 Tons TUESDAY, 11th Oct., at Noon.

PERSIA 9,500 Tons FRIDAY, 18th Oct., at Noon.

HONGKONG MARU 11,000 Tons SATURDAY, 19th Oct., at Noon.

KOREA 18,000 Tons FRIDAY, 1st Nov., at Noon.

AMERICA MARU 11,000 Tons SATURDAY, 8th Nov., at Noon.

SIBERIA 18,000 Tons SATURDAY, 16th Nov., at Noon.

Twin Screw.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905;

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1905;

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 18 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 18th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship CHINA will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 7th September, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OR JAPAN, FOR PORTLAND, OREGON, KEELUNG, MOI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH OREGON RAILROAD & NAVIGATION CO.

STEAMERS, TONS, CAPTAINS, TO SAIL ON.

NICO MEDIA 4370 P. WAGI MAN, Sept. 15, at 5 p.m.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR NINGPO AND SHANGHAI, SWATOW, WEIHAIWEI, CHEFOO AND NEWCHOW.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

HOIHOW & HAIPHONG, HUPH, TAIHING, CHINTO, SINGAPORE, OROU & ILOILO, KUKIANG, SWATOW & SHANGHAI, SWATOW & SHANGHAI, CHEFOO & NEWCHOW.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvaried Table and daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Sailing midships.

Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamships, Tons, Captains, For, Sailing Dates.

ZAFIRO 2540 A. Fraser, Manila, Saturday, 7th September.

RUBI 2540 R. W. Almond, Manila, 14th September.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via FORTS AND SUZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

TO SAIL

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For STEAMERS To SAIL.

* MANILA, via SWATOW, CHOYANG, FRIDAY, Sept. 6, at 4 p.m.

* SHANGHAI, via SWATOW, CHOYANG, SATURDAY, Sept. 7, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100

Penang " " 55 " 130

Calcutta " " 105 " 250

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

755

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS To SAIL.

NAPLES, GENOA, GIBRAL, PRINZ EITEL FRIEDRICH, WEDNESDAY, 11th Sept., at Noon.

TAR, SOUTHAMPTON, ANTWERP AND HAMBURG, Capt. E. Matchow.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA, GOEBEN, Capt. B. Weibelm.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE, PRINZ SIGISMUND, Capt. D. Lenz.

YOKOHAMA AND KOBE, PRINZ WALDEMAR, Capt. W. v. Senden.

KUDAT AND SANDARAN, BORNEO, Capt. F. Semhill.

For further Particulars, apply to Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

758

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Established 1841.

ORIGINATORS of the European Tourist and Excursion system.

Tickets issued to all parts of the World.

Baggage and Goods of every description collected, shipped, and forwarded at lowest rates.

Foreign monies exchanged. Letters of Credit and Circular Notes issued.

Full information on application, 14, WATER STREET, YOKOHAMA.

Hongkong, August 6, 1907.

16, DES VOGES ROAD, HONGKONG.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
COLOMBO	HONGKONG	from Colombo to	Marseilles & London	from Marseilles & London
TONS	1907	TONS	Saturday, 1907	Saturday, 1907
MARMOBA.....10500	Sept. 7	INDIA.....8000	Oct. 6	Oct. 13
DELTA.....8000	Sept. 21	MONSIEUR.....8000	Oct. 20	Oct. 27
ORONA.....7000	Oct. 5	VICTORIA.....7000	Nov. 3	Nov. 10
DELTA.....8000	Oct. 19	BRITANNIA.....7000	Nov. 16	Nov. 23
ARADIA.....7000	Nov. 2	MOULTAN.....7000	Nov. 30	Dec. 7
DEVANHA.....8000	Nov. 16	CHINA.....8000	Dec. 14	Dec. 21
MALTA.....8000	Nov. 30	HIMALAYA.....7000	Dec. 28	Jan. 4, 1908
DELTA.....8000	Dec. 14	MOLDAVIA.....7000	Jan. 11, 1908	Jan. 18
ARADIA.....7000	Dec. 28	INDIA.....8000	Jan. 25	Feb. 1
PENINSULAR.....5300	Jan. 11, 1908	MONGOLIA.....10000	Feb. 8	Feb. 15
DEVANHA.....8000	Jan. 25	VICTORIA.....7000	Feb. 22	Feb. 29
DELTA.....8000	Feb. 8	MACEADONIA.....10000	Mar. 7	Mar. 14
MARMOBA.....10500	Feb. 22	BRITANNIA.....7000	Mar. 21	Mar. 28
DELTA.....8000	Mar. 7	MOULTAN.....7000	Apr. 4	Apr. 11
ORONA.....7000	Mar. 21	(calling at Bombay)	Apr. 18	Apr. 25
		MOLDAVIA.....10000	May 2	May 9
		HIMALAYA.....7000	May 16	May 23
		MONGOLIA.....10000	May 30	June 6
		INDIA.....8000	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTER-SEAS (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	
TONNAGE	about	about
CEYLON.....4000	Sept. 11	Oct. 28
NAMUR.....7000	Oct. 9	Nov. 26
MANILA.....4500	Oct. 23	Dec. 9
BORNEO.....4500	Nov. 6	Dec. 23
NORE.....7000	Dec. 4	Jan. (1908) 20
SYRIA.....7000	Dec. 18	Feb. 3
NYLANZA.....7000	Jan. (1908) 1	Feb. 17
NILE.....7000	Jan. 15	March 2
SUNDA.....4700	Jan. 29	March 16
PALAWAN.....4700	Feb. 12	March 30
NUBIA.....6970	March 11	April 27
BORNEO.....4600	April 8	May 26
NORE.....6700	May 6	June 22
SUMATRA.....4600	May 20	July 6

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.
For further particulars, Apply to

E. A. HEWETT,
Superintendent.

2221

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-
SUBJECT TO ALTERATION.

The Co's s.s.	For	Leave
+ FRITZJOFF, Capt. O. ANDERSEN,	FOOCHOW, Via SWATOW AND AMOY.	FRIDAY, 6th Sept., at 10 a.m.
+ SUSHU MARU, Capt. T. SUTOH,	SHANGHAI, Via SWATOW, AMOY AND FOOCHOW.	SUNDAY, 8th Sept., at 8 a.m.
+ JOSHIN MARU, Capt. H. S. SHUT,	TAMSAI, Via SWATOW, AND AMOY.	SUNDAY, 8th Sept., at 10 a.m.
YERIMO MARU, Capt. N. KOBAYASHI,	SINGAPORE & CALUTTA.	FRIDAY, 13th Sept., at Noon.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Ample. Unvarnished Table.
+ Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co's local Branch Office, at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
+ TREMONT.....	9606	T. W. Garlick	12th September.
+ SUVERIO.....	6235	W. Shotton	1st October.
+ KUMERIC.....	6235	D. Baint	15th October.
+ SEAWMUT.....	9606	K. V. Roberts	5th November.

* Cargo only. + Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
JUSTICE ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

* The Tremont s.s. Shavon and Tremond are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures spaciousness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

* For further information, Apply to

Dodwell & Co., Limited
GENERAL AGENTS.

QUEEN'S BUILDINGS.

Notices to Consignees.

THE NORTH CHINA LINE.
NOTICE TO CONSIGNEES.
STEAMSHIP WYNERIG.
FROM SEATTLE AND MANILA.

THE above Steamer having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LTD.,
Agents.
Hongkong, August 30, 1907. 1403

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER SOOZERA.
FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From Penang, ex B.L.S.N. and B. & P.S.N. Co's steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.
Goods not cleared by the 1st September, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, August 30, 1907. 1402

NOTICE TO CONSIGNEES.

STEAMER AUSTRALIEN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex *Maeder* *Cordouan* and *HAYRE* ex *s.s. Cordouan*, from *Bordeaux* ex *s.s. Fide de Lille* in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after MONDAY, the 9th September, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 9th September, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 9th September, at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, September 2, 1907. 1410

BEN LINE OF STEAMERS.

STEAMSHIP BENVENUE.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where delivery may be obtained immediately after the Goods are landed.
All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 9th inst., at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, September 3, 1907. 1418

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MANILA.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.
Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, September 2, 1907. 1420

PEKING TO PARIS MOTOR RACE.

The Moscow correspondent of the "Standard" wrote on July 28:-Prince Borghese, who, in his Italia car, has been the first to reach Moscow in the great Peking to Paris motor race, had a reception yesterday worthy of his great exploit. Every motor car in the city was requisitioned in order to meet the Italian traveller on his way to the Russian capital. Prince Borghese took lunch twelve miles out at the hut of a peasant, after which his car formed the centre of a triumphal procession that entered the city among cheering crowds, until a halt was called before the Hotel Metropole. Here the party stayed for a day or two before leaving for St. Petersburg and Paris. In the enthusiastic greeting accorded to Prince Borghese the Italian colony rightly took a leading part. The Italian Consul was one of those who went out to meet him en route, and at night his Highness was the guest of the colony at a banquet, and was presented with an album. Prince Borghese left Peking in his Italia car on June 10, and his journey to Moscow thus occupied forty-seven days. Two other cars, which left Peking on days later, have arrived at Omsk. The ultimate objective in Paris, and as the greater part of the distance—and by far the most difficult—has been covered, it seems probable that the Prince will easily accomplish the task he set himself. What he has already done marks as one of the most noteworthy travelling achievements of modern years. His route lay, for the most part, through uninhabited regions, across vast deserts, where the heat was overpowering, and over hundreds of miles of boggy and roadless country. By the natives of Mongolia the motorist was regarded as a supernatural being, and time and again, we are told, he witnessed the spectacle of whole communities fleeing, in utter dismay, at the approach of the car. As the confines of Western civilization were reached the people betrayed less wonderment, and occasionally lent their aid when anything went wrong with the mechanism and necessitated a stop.

The "Telegraph's" special correspondent telegraphs from Moscow on 30th ult.:-To-morrow morning, at four o'clock, the Italia will resume its journey. We are so tired of inactivity that Prince Borghese proposes to rest no more until he reaches Paris. Moscow has offered us at one and the same time all the breakfasts, all the lunches, all the dinners which we missed during the journey hither. Our constituents, which witnessed all manner of fatigues and privations, threaten to give way under this terrible reaction, against which it is impossible to hold out, as it is accompanied by so much cordiality and sympathy. The Italia has made the toilette de voyage, and has been washed and polished. It is wanted no more. At the examination of the machinery, numbers of automobilists, sportsmen, journalists, and chauffeurs were present. The examination took place in the garage of the Hotel Metropole, and to our own great surprise, even these small parts which are generally so changed frequently owing to the hard wear to which they are subjected were found to be intact. The gears of the gear-wheels, the bearings of the transmission shaft, were almost like new—in fact, the Italia will reach Paris as it left Peking. The only change in the car was that which was manufactured by noujiks between Perm and Kazan, and that was removed, not because we were afraid that it would not last, but because, not being mathematically centred, it might cause the tyre to burst.

The two French cars reached Zlatoust, in the Ural Mountains, on 30th ult. Prince Borghese left the Hotel Metropole, Moscow, at a few minutes past three on the morning of 31st ult. Notwithstanding the early hour, many motorists and members of the French and Italian communities assembled to wish him bon voyage. The weather was magnificent.

The two French cars reached Zlatoust, in the Ural Mountains, on 30th ult. Prince Borghese, hero of the Peking to Paris race, arrived at St. Petersburg on his Italia car at three o'clock in the afternoon of 1st inst. He was met by thirty motorists, among those present being a number being a representative of the Italian Ambassador, many members of the Italian colony, and the Automobile Club. A banquet had been arranged in his honour at the Hotel de l'Europe. The Russian Society of Automobilists has presented to Prince Borghese a golden medal, and the St. Petersburg Automobile Club a golden plaque for his motor-car. The Prince leaves at four o'clock this morning, travelling via Pskoff, Drinsk, and Verbolovo. In a conversation with a reporter the Prince dwelt upon the proof which the journey has afforded of the practical value of the motor-car to commerce and to military equipment.

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Gregory* *Apar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 5th instant, will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SARBOON & Co., Ltd.,
Agents.
Hongkong, September 3, 1907. 1422

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of CARGO per Steamship *MANOBURIA*.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding discharge and undelivered by SATURDAY, 7th September, 1907, at Noon, will be landed and stored at Consignees' risk and expense. All Cargo undelivered by WEDNESDAY, the 11th September, 1907, at Noon, will be subject to rent.
Broken, chafed, or damaged goods will be examined at the above Company's Godown on MONDAY, 9th September, 1907, at 10 a.m.
No Fire Insurance will be effected.
S. SILVERSTONE,
Agent.
Hongkong, September 3, 1907. 1420

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 29th, 1907.
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef steaks and prime cut—Mol Lang Pa...	lb 20
" Corned—Ham Ngau Yuk	50
" Roast—Shio	20
" Breast—Nagu Lam	15
" Soup—Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Outom Ngau Lan Shio	80
" Sausages—Ngau Chang	26
Bollock's Brains—, Slow	per set 10
" Tongue fresh—Ngau Li	each 80
" " corned—Ham Ngau Li	65
" Head—Ngau Tau	80
" Heart—Ngau Sum	10, 12
" Lump, Salt—Ngau Kin	90
" Feet—Ngau Kerk	each 7
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	17
" Liver—Ngau Con	10, 12
" Tripe (undressed)—Ngau To	7

Calves' Head & Feet—Ngau chah-tan-kak, set \$1.00

Mutton Chop—Young Pal Kwat	lb 24
" Leg—Young Pal	24
" Shoulder—Young Shao	20
Pigs' Chittings—Chi chong	24
" Brains—Chi Kuo	per set 2
" Feet—Chi Kerk	12
" Fry—Chi Chai	12
" Head—Chi Tau	12
" Heart—Chi Sum	each 9
" Kidneys—Chi Yiu	8
" Liver—Chi Con	10, 12
Pork Chop—Chi Pal Kwat	21
" Corned—Ham Chu Yuk	11
" Leg—Chi Pal	22
" Fat or Lard—Chi Yan	16
Sheep's Head and Feet—Young Tan Kerk set	60
" Heart—Young Sum	each 6
" Kidneys—Young Yiu	10
" Liver—Young Con	10, 12
Sucking Pigs, To Order—Chi Chai	11
Suet, Beef—Sang Ngau Yan	16
" Mutton—Sang Young Yan	24
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Cheong	20

Poultry.

Chicken—Kai Chai	2, 28
Quapons, Large, Small—Shi Kai	30
Ducks—Lyu	18
Doves—Fan Kau	each 15
Eggs, Hen—Kai Tau	per dozen 11
Fowls, Canton—Kai	10, 30
" Bahnan—Hoi Nam Kai	27
Geese—Ngai	22
Goose, Wild Sh'at—Shi Yee Ngai, pairs	10
Musik Deer—Wong Keag	each 11
Hare, Shanghai—Yu Chai	11
Partridge—Chi Kau	11
Pheasant—Shan Kai	pairs 25
Pigeons, Canton—Pak Kuo	each 25
" Hollow—Hoi Hoi Pak Kuo	23
Quail—Um Chai	11
Rice Birds—Wo Pa Chai	dorou 27
Suipes—Shi Chai	each 27
Turkeys, Cook—Phor Kai Kung	60
" Hen—, Na	45
Wild Ducks, Sh'at—Shanghai Sal-pai	11
Teal—Sal Ap Chai	11
Wild Ducks Canton—Sang Shing Sal Ap, u.	11

Fish.

Barbel—Ka Yu	lb 13
Bream—Biu Yu	14
Canton Fresh Water Fish—Hoi Sin Yu	24
Carp—Li Yu	18
Catfish—Chik Yu	11
Codfish—Mau Yu	14
Croaker—Hal	16
Cuttle Fish—Mak Yu	12
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	11
Dog Fish—Titi Tu Ba	9
Eels, Congo—Hal Mann	14
" Fresh water—Tun Shu Yu	14
Eels, Yellow—Wong Sin	94
Frogs—Tian Kai	40
Gardony—Sek Pan	12
Gardony—Pak Kuo Yu	12
Horrings—Tao Pak	29
Halibut—Cheung Kwan Kuo	24
Lahna—Wong Fa Yu	18
Lish—Wu Yu	28
Lobsters—Wong Ha	22
Mackerel—Chi Yu	10
Monk Fish—Mong Yu	24
Mullet—Chai Yu	22
Oysters—Sang Hoo	20
Pai fish—Kai Kung Yu	14
Perch—Tao Lo	13
Pike—Pa Pau Poeng	9
Plaice—Pan Yu	20
Pomfret, Black—Hak Chong	28
Pomfret, White, Pak Chong	28
Pawns—Ming Ha	46
Ray—Pai Pa Ba	10
Rok Fish—Sek Kau Kung	14
Roach—Chi Yu	28

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A DISTINGUISHED "RANKER."

Colonel Harry Finn, C.B., late Inspector-General (local major-general) of the Forces of the Commonwealth of Australia, has decided to leave the Army on pension after over 20 years' service. Colonel Finn has had a remarkable career. The brother of a troop-sergeant-major who served in the Indian Mutiny, he enlisted in his brother's corps (the 9th Lancers), under an assumed name, and rose to squadron-sergeant-major. He was specially mentioned for his fine work in the Afghan war, and received a commission in the 21st Hussars (now Lancers). He got the adjutantcy after only three years' commissioned service, and was the youngest field officer in the service when promoted major. He again distinguished himself during the famous charge at Omdurman, and got a brevet-lieutenant-colonelcy. Colonel Finn is one of the very few officers of his rank who wears the ranker's medal for distinguished conduct in the field.

To-day's Advertisements

STOCKTAKING

A FEW HOUSEHOLD MACHINES
AT AUCTION PRIOR.
SINGER SEWING MACHINE CO.,
72a, Queen's Road Central.

Hongkong, September 5, 1907. 1440

THE HONGKONG HOTELS COMPANY, LIMITED

NOTICE

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held at the "Grand Hotel" on SATURDAY, the 14th September, 1907, at 12.30 p.m., for the purpose of receiving a Statement of Accounts of the Company to the 30th June 1907, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be closed from the 8th to the 14th September, both days inclusive.

By Order of the Board,
GEO. F. LAMBERT,
Secretary.

Hongkong, September 5, 1907. 1445

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 9th September, 1907, commencing at 9.30 a.m., at his Sales Rooms,
DUNDAS STREET.

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE.

One "SINGER" SEWING MACHINE, Three
RICKSHAS.

(Full Particulars from Catalogue).
On View from Saturday, the 7th Sept.

Terms: Cash on delivery.
GEO. F. LAMBERT,
Auctioneer.

Hongkong, September 5, 1907. 1444

NAVIGAZIONE GENERALE ITALIANA.

(FLEET OF SUBSIDIZED STEAMERS).

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail
Steamers to Aden, Suez, Port Said,
Messina, Naples, Leghorn,
Genoa; also Venice and Trieste, all
Mediterranean, Adriatic, Levantine,
and South American Ports up to
Callao.

(Taking Cargo at through rates to PERMAN
Gulf and Bagdad, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA).

THE Steamship

Captain Finn will be despatched at above
on WEDNESDAY, the 11th instant, at
noon.

At Bombay the steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, September 5, 1907. 1441

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA,
KOBE AND MOJI.

THE Steamship Japan having arrived
from the above Ports, Consignees of
Cargo are hereby informed that their
Goods will be delivered from alongside
Cargo impeding the discharge will be
landed at Consignees' risk and expense
into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
the Undersigned.

D. SASSOON & Co., Ltd.,
Agents.

Hongkong, September 5, 1907. 1446

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S
STEAMER PERA.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that
their Goods are being landed and
placed at their risk in the HONGKONG AND
KOWLOON WHARF AND GODOWN COMPANY'S
Godowns at Kowloon, where each consignment
will be sorted out Mark by Mark, and
delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary
before 6 hours.

Goods not cleared by the 11th inst., at
4 p.m., will be subject to rent.

No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the
Godowns for examination by the Con-
signee's or the Company's representative
at an appointed hour. All claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognised. No claims will be admitted
after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, September 5, 1907. 1439

To-day's Advertisements

EXCURSION TO MACAO.

THE Fast and Splendid Steamer of The
Compagnie Francaise des Indes et de
L'Extreme-Orient

S.S. PAUL BEAU

will leave Hongkong, on SUNDAY, 8th
inst. (weather permitting) at 9 a.m., and
return from Macao at 6.30 p.m. the same
day.

First-Class single passage.....\$2.00
" return 4.00
Second-Class single passage 1.00
" return 1.60

MEALS AND REFRESHMENTS SUPPLIED ON
BOARD.

Passages can be booked at the Office of
the Undersigned until 5 p.m., on SATURDAY,
the 7th, or on Board on day of sailing.

For further particulars, please apply to
BARRETT & CO.,
Agents.

Hongkong, September 5, 1907. 1432

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Sailing at 11.30 a.m., PORT DARWIN and
KURURU, and taking through
Cargo to AUCKLAND, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship ALDENHAM,
Capt. St. John GEORGE, will be despatched
as above on SATURDAY, the 22nd inst.,
at noon.

This well-known Steamer is specially
fitted for Passengers, and has a Refrigerator
Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.

The Steamer is installed throughout with
Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, September 5, 1907. 1413

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER DELTA.

FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that
their Goods are being landed and
placed at their risk in the HONGKONG AND
KOWLOON WHARF AND GODOWN COMPANY'S
Godowns at Kowloon, where each consignment
will be sorted out Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.

This Vessel brings Cargo:-
From LONDON, &c. ex s.s. Victoria.
From CALCUTTA, ex s.s. Nile.
From PERSIAN GULF, ex s.s. B. I. S. N.
and B. and P. S. N. Co.'s steamers.

Optional goods will be landed here unless
instructions are given to the contrary
before 6 hours.

Goods not cleared by the 11th inst., at
4 p.m., will be subject to rent.

No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the
Godowns for examination by the Con-
signee's and the Company's representative
at an appointed hour. All Claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognised. No Claims will be admitted
after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, September 5, 1907. 1438

POST OFFICE NOTICES.

Mails will close:-

For SHANGHAI:-
Per Delta, at 7 a.m., on Friday, the 6th
Sept.

For CALCUTTA:-
Per Waverley, at 3 p.m., on Friday, the 6th
Sept.

For SWATOW, AMOY & FOCHOW:-
Per Waverley, at 9 a.m., on Friday, the 6th
Sept.

For KEELUNG, KUCHINOTZU, NA-
GASAKI, KOBE, YOKOHAMA,
VICTORIA, VANCOUVER, TACOMA
& SEATTLE:-
Per Delta, at 11 a.m., on Friday, the 6th
Sept.

For SHANGHAI, MOJI, KOBE & YOKO-
HAMA:-
Per Pera, at 11 a.m., on Friday, the 6th
Sept.

For MANILA, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNS-
VILLE, BRISBANE, SYDNEY,
HOBART, LAUNCESTON, T.O.M.,
NEW ZEALAND, MELBOURNE,
ADELAIDE, PERTH & FREMAN-
TLE:-
Per Kumano Maru, at 11 a.m., on Fri-
day, the 6th Sept.

For MAOAO:-
Per Su Tai, at 1.15 p.m., on Friday,
the 6th Sept.

For SWATOW, MOY & FOCHOW:-
Per Waverley, at noon, on Friday, the 6th
Sept.

For SHANGHAI, KOBE, YOKOHAMA &
MOJI:-
Per Gregory, at 8 p.m., on Fri-
day, the 6th Sept.

For KOBE & YOKOHAMA:-
Per Tamba Maru, at 8 p.m., on Friday,
the 6th Sept.

For MANILA:-
Per Yuen-sang, at 8 p.m., on Friday, the 6th
Sept.

For WHELANWEL, OHEFOO & TERN-
SEY:-
Per Waverley, at 3 p.m., on Saturday,
the 7th Sept.

For SWATOW & SHANGHAI:-
Per Choy-sang, at 3 p.m., on Saturday,
the 7th Sept.

MAILED BY THE UNITED STATES PACKET.

The United States Mail Packet China
will be despatched on SATURDAY,
the 7th September, with Mails for
Japan, Honolulu, San Francisco,
United States, Canada, Peru, &c.,
which will be closed at 10 a.m.

Printed Matter and Samples at 9 a.m.
Registration at 9 a.m.
(Registration, with late fee of 10 cents
up to 9.45 a.m.)

Registration, Kowloon B.O., 9 a.m.
Late fee.

(Supplementary Mail on board up to the
time fixed for departure of the mail,
Extra Postage 10 cents.)

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SHIPPING.

ARRIVALS.

September 4.
Delta, British str., 4,780, C. L. Daniel,
Bombay August 21, and Singapore 31,
Mails and General. — P. & O. S. N. Co.

Rajaburi, German steamer, 1,180, O.
Koch, Bangkok and Kohchang Aug. 29,
General. — BUTTERFIELD & SWIRE.

Titan, British steamer, 6,720, R. Day,
Mails Sept. 1, General. — BUTTERFIELD &
SWIRE.

Sobu Maru, Japanese steamer, 1,119,
Y. Yamamoto, Shanghai, via Fochow,
Amoy and Swatow Sept. 4, General. — O. S.
K.

Ishia, Italian str., 2,874, D. Francisco,
Bombay and Singapore Aug. 29, General.
— CARLOWITZ & CO.

Taitan, British str., 2,300, C. Lindbergh,
Kobe August 29, General. — BUTTERFIELD
& SWIRE.

Jacob Diederichsen, German str., 623, A.
Oldorp, Beran River August 29, — GIBB,
LIVINGSTON & CO.

Palambang, Dutch str., from Canton.
September 5.

Japan, Dutch str., 3,806, J. G. Olfert,
Moji, Bruch str., 3,806, J. G. Olfert,
Samsat & Co., Ltd.

Chipping, British str., 1,180, Frank
Murray, Tientsin and Chefoo August 31,
General. — JARDINE, MATTHEWS & CO.

Siam, British steamer, 992, C. Langster,
Shanghai Sept. 2. — O.S. MOORE.

Joshin Maru, Japanese str., 702, H. R.
Smith, Tamsui Sept. 1, General. — O. S. K.

Marmora, British steamer, 10,609, G.
H. U. Weston, R.N.R., Shanghai Sept. 3,
Mails and General. — P. & O. S. N. Co.

Choyang, British str., from Canton.
September 6.

Mendous, for Shanghai.

Yokohama, for Shanghai.

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